

**COMMANDER'S COLUMN**

AHOY THERE....AHOY THERE!!!

Normally It would be time for our "annual meeting" but since we are currently inactive as a squadron we'll replace the annual meeting with an informal lunch and social time. I'd like to invite all those that would like to catch up on what's been happening to our social late lunch/early dinner at the Fisherman's Grotto in sunny Charleston on February 18th at 1400.

As in past years, you're invited to bring your "valentine" and join us for a little social time with your fellow boating enthusiasts. Looking forward to seeing many of you at our informal get together February 18th!

Remember we're a team....that's

Together Everyone Accomplishes More!!! **"TEAM"!**

*Craig M Beyer*

Cdr Craig M Beyer, AP

The Port of Bandon's Marina and boat ramp improvements project is underway, with the new docks arriving in late December. This is a complex, multi-faceted project to replace the boat ramp,



boarding docks, abutment, and piling. Additionally, the marina will be replaced and reconfigured with a breakwater dock, short and long-term moorage docks, new piling, gangway, utilities, and a nonmotorized launch dock. The pumpout and dump station will be reinstalled on

new docks.

The Oregon Marine Board approved \$1,020,899.31 in Boating Facility Grant funds, \$145,100.59 in Waterway Access Grant funds, \$762,283 in federal Boating Infrastructure Grant funds and \$61,827 in federal Clean Vessel Act funds, for a total of \$1,990,109.90 from the 2023-25 Boating Facility Grant funding. These funds, combined with \$7,397,389.10 of applicant resources and administrative match for a total project cost of \$9,387,499. The Oregon Marine Board and Director Warren expressed their gratitude to the Port Manager, Jeff Griffin, for his diligent effort in working with the community and other partners on a significant funding match for this comprehensive project.

**MEETINGS & EVENTS**

Coos Bay Squadron Social Meeting, February 18, 1400 at Fisherman's Grotto, Charleston.

**Recreational Boating Incidents and Fatality Statistics in 2023**

The Oregon State Marine Board says 2023 was a safer boating year than the previous three, but the number of fatalities is still in the double digits with 14. The highest fatality number since 1993 was in 2020, with 26. In 2021, there were 19 recreational boating fatalities, and in 2022, there were 16.



In 2023, six fatalities involved motorized boats with one boat having a double fatality, and six involved nonmotorized boats (i.e., rafts, kayak and a canoe) with one inflatable raft having a double fatality. Three out of the 14 victims were solo operators. Twelve victims out of the 14 were not wearing a life jacket. Of the two wearing a life jacket, one wore an inflatable that malfunctioned, and another person was pushed by the swift water into a rock strainer. "Everyone needs to be prepared, no matter where they are boating or how long they've been a boater," says Brian Paulsen, Boating Safety Program Manager for the Marine Board. "Accidents are unpredictable, so wearing a life jacket will increase your odds of survival when the unexpected happens."

Inflatable life jackets are popular with many boaters, but Paulsen says they are not for everyone. "We investigate incidents where life jackets fail to inflate. We generally find that the owner didn't service the life jacket properly or wasn't armed with a CO2 cartridge." Paulsen adds, "Inflatable life jackets are machines that must be tested and maintained. Every person using an inflatable should routinely test it to ensure it's working correctly and approved by the United States Coast Guard."

Fatalities occurred in all types of waters in 2023, in all types of watercraft. Two of the victims were female and 12 were male. Two of the victims succumbed to CO poisoning, eight drowned due to capsizing, one fell overboard, one slipped off rocks while trying to free their raft, one fell in between their boat and dock while exiting to tie up and one cause was unknown.

"Before you get on the water, check to see if you have the required safety equipment, check the weather, check the tides on the coast, and always wear a life jacket. Safe boating takes time for planning and preparation," says Paulsen. Recreational boating data and annual summaries are available from the Marine Board's website.

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<https://Boat.Oregon.gov>

**Remember to Boat Safe, Boat Sober, and ALWAYS WEAR YOUR LIFE JACKET.**



## Marine Board Seeks Round Two Survey Participation from Boaters

The Oregon State Marine Board is seeking participants for its Boater Survey, formerly known as the “Triennial Survey of Boat Use.”

Did you go fishing, crabbing, hunting, kayaking, canoeing, rafting, drift boating, stand-up paddleboarding, cruising, sailing, or enjoy towed watersports, or any other activity from July through December? Then you’re a boater and the agency would like to hear what you did, and where. The agency would especially like to hear from respondents from the last survey round from October 2023 to complete a full year of data.



In years past, the Triennial Survey was mailed to a group of registered motorboat owners every three years. As recreational boating use and agency programs have changed and nonmotorized use has drastically expanded, the agency has changed its survey design. This survey solicitation will be biannual and will capture boat use data every six months. This first iteration gathered data from January 1, 2023, through June 30, 2023. The current survey captures activities from July 1, 2023, through December 31, 2023. Survey data will be used to help the agency prioritize resources based on the needs of the boating public.

The Boater Survey is open now through February 29, 2024. The survey is designed to allow you to provide details for as many boating experiences you enjoyed each month by waterway, boat type, and activity from July 1, 2023, through December 31, 2023. If you didn’t go boating, there’s also an opportunity to explain your reasons. Identifying any barriers is also key data the agency wants to capture.

The Marine Board is directly funded by boaters through fees for motorboat registration, titling, and waterway access permits, as well as through marine fuel taxes. No lottery, general fund tax dollars or local facility parking fees support the agency or its programs. Boater-paid fees go back to boaters for on-water marine law enforcement services, boating safety education, aquatic invasive species inspection stations, hands-on opportunities in underserved communities and boating facility grants to develop, maintain, or improve accessibility and access to the water.

Learn more about the Marine Board and its diverse programs to serve all recreational boaters at [Boat.Oregon.gov](http://Boat.Oregon.gov).

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**Your Go-To Resources** Learn about the Marine Board's programs and online tools to help you plan all of your boating adventures at [Boat.Oregon.gov](http://Boat.Oregon.gov)

**Are your registration decals displayed correctly?** Your motorboat's OR number can be as unique as you and your boat are, with some exceptions. Learn the spacing, height, and locations on your boat that are required by law. Failure to properly display boat registration numbers (OR#'s) and have current registration decals is a Class D Violation (\$11 fine)

**Now selling 7-day Waterway Access Permits** A 7-day permit is \$6.50. Annual (\$18.50) and two-year (\$31.50) permits are also available for purchase online and expire on December 31st of the calendar year. The cost for the permit includes a \$1.50 portal provider fee. Learn more about where your permit dollars are going.

The Marine Board is directly funded by boaters in the form of registration, title, and permit fees, as well as marine fuel taxes. No lottery, general fund tax dollars, or local facility parking fees support the agency or its programs. Revenue goes back to boaters through grants for boating facility access, grants for on-water opportunities for paddlers, contracts for marine law enforcement services, safety education, and environmental stewardship. The agency also registers outfitter guides, charters, and boat rental businesses.

For more information about the Marine Board and its programs, visit [Boat.Oregon.gov](http://Boat.Oregon.gov)

Oregon State Marine Board

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## Keeping mold and mildew at bay

Most boat insurance policies (including GEICO | BoatUS) typically don't cover mold damage. So it can be a rude awakening to open your boat in the spring and be greeted with a dank, musty smell or an interior full of mildewy cushions, carpets, and headliners. Mold spreads by forming spores, and every boat already has them. The key is to deny them what they want so they can't grow. Storing a boat out of the water in the winter won't keep mold and mildew at bay.

**Keep Water Out** It's easier to prevent mold and mildew than to stop it. Mold is accelerated by warmth and high humidity and, once formed, can survive for years, even if conditions change. And as anyone who's waited too long to clean out a refrigerator can attest, mold also thrives in cooler weather. Even in frigid climates, the interior of a boat can reach temperatures that will support mold when the sun shines on the hull and in the early days of spring.

A single water leak can start spores growing. Rain leaking through hatches and portlights will make a boat's interior a mold haven, so the first thing to do is find and seal leaks. Portlights and windows are probably the primary leak spots on a boat, followed by loose stanchions. On sailboats, chainplates that penetrate the deck are a common problem area, as are deck-stepped masts. Leaking deck hardware (cleats, rails, and windlasses) is another common problem.

Water leaking through the deck core can cause mold that rots deck coring. Rebedding portlights or deck hardware is the only way to stop them from leaking. Clogged cockpit scuppers are another source of water ingress. If the drains clog with leaves or ice, water can back up and flow into the cabin. In places with large snow accumulation, portlights, hatches, stanchions, and fittings that normally seem leak-free can begin to drip as snow slowly melts over several days; check them after a heavy snowfall. Placing a cover on your boat helps keep the water out, but if it prevents air from getting in, you could still be faced with mold and mildew this spring.

**Keep Air Moving** Mold loves a closed boat. Air trapped inside holds moisture on which mold thrives. Unattended boats generate moisture inside through condensation because water, air, and hull temperatures are always changing and at different rates. This process accelerates in a humid climate. The solution is to exchange inside air for outside air, which greatly reduces the chance of mold forming. Dorades, louvers, vent plates, and other waterproof ventilation systems help with air circulation. But if there's no air movement in the boat, they won't be effective; powered ventilation might be required. There are 12-volt vents for boats, but unless you can count on a constant supply of electricity, solar-powered vents are a better choice and can move a surprising amount of air. Some models with batteries can run for 24 hours a day, using stored power to run at night. A good rule of thumb is to replace the air inside the boat every hour, and vents are typically rated by how much air they can move in an hour; a 30-foot boat, for example, contains about 800 cubic feet of air. Larger boats typically need two powered vents, one for intake, one for exhaust.

Replacing the cabin air won't do any good for closed lockers; keep them clean and open where possible. Open covers over the bilge, but don't forget later that there may be a giant hole in the sole — leave yourself a note on the cabin door so you or someone else doesn't accidentally step into the bilge in the dark. Removing some of the contents of lockers over the winter helps air to circulate. Small, 120-volt heated wands are available that warm and circulate the air in lockers, but they won't be effective if the cabin air isn't vented, and it's often not possible (or legal) to get shore power to a boat in storage. If you're able to use shore power, these heaters are safer than hanging an electric bulb in a locker because they can't get too hot and aren't prone to breaking if the boat is rocked. Never leave an unattended household heater on board; every winter boats (and neighboring boats) catch fire from these heaters or their extension cords.



A closed boat in a warm and muggy area can lead to this.  
(Photo: BoatUS.)

Another way of lowering humidity in a confined space is with chemical dehumidifiers, which use calcium chloride to absorb moisture and then direct it to holding containers. These tubs and bags are safe, inexpensive, easy to put into lockers or other places where removing humidity is a problem, and available at most marine stores. Depending on the amount of humidity, a couple of packets might last all winter; use more for a larger boat.

When you visit your boat this winter on a sunny day, be sure to open it up and let fresh air in while you're doing an inspection. Go have lunch, then come back and button things up again. Your boat will appreciate the blast of fresh air. Over winter, many boats are shrink-wrapped, which can present problems for air circulation. Shrink-wrap is great for protecting a boat from snow, dirt, and sun, but it limits how much air can get below. Vents should be installed in the shrink-wrap; depending on the size of the boat, several may be required. There are also solar-powered vents

designed specifically for shrink-wrap. If no security concerns exist, consider leaving the cabin doors open under the shrink-wrap so air can better circulate.

Finally, take home bedding, mattresses, clothing, towels, and other items that can attract moisture, as these can be ruined by mold.

**Curing Mildew** □ Bleach works well on hard, nonporous surfaces, kills the growth, and can remove stains. It's less effective on wood, and can be a disaster on fabric. Never use bleach on a life jacket, as it can damage the fabric or flotation inside. Make sure you use lots of ventilation. Never mix bleach with other cleaners. Dilute it with three parts water.

□ Vinegar is less toxic and kills mold. Before you use it on fabric, test it on an inconspicuous spot to see how it reacts. Mix three parts white vinegar to two parts water. Sponge it onto affected surfaces. If you need something stronger, use it full strength.

□ A half-cup of borax added to a gallon of hot water makes an effective cleaner and preventive for hard surfaces. Spot test it first.

## Boat Capsizes, Killing at Least 15

(RepublicanJournal.org) – Many people take boats out each year, whether it's for fishing or recreation. There are specific safety guidelines to follow when sailing, to help minimize the risk, including wearing life vests and limiting the number of passengers on the vessel. Failing to follow them can lead to accidents and have disastrous consequences.

A school in Vadodara, India, recently planned an outing for teachers and students on Harani Lake, but things went horribly wrong when the boat, carrying more than two dozen people, capsized. Some locals immediately began trying to rescue the kids, before officials arrived onsite. India Today reported that at least 13 students and two teachers died in the accident and that none were reportedly wearing life jackets. Between the locals and fire service officials, they were able to pull 11 students to safety.

The blame for the accident has been placed on the boat contractor, who officials say allowed more people on the vessel than the maximum capacity of 16. The children who died were between the ages of 7 and 13. One official said, "The government will be asked to take strict action against the contractor."

Chief minister of India's Gujarat state, Bhupendra Patel, who visited the accident site, wrote on X, formerly Twitter, saying that the Vadodara District Magistrate would be conducting "a high-level inquiry into the Harani Lake disaster." ANI posted video footage of him at the scene.

The Indian government is paying for the families of the deceased and injured as well, according to Gujarat Chief Minister Bhupendra Patel. He said families of those who died would receive Rs 4 lakh (around \$4,800) and the injured would receive Rs 50,000 (just over \$600).

Sadly, boat accidents are nothing new in India. Overcrowding of vessels has led to several accidents over the last few years. In May 2023, a double-decker boat carrying more than 30 passengers capsized, killing 22 in Kerala state, a popular tourist destination.



Bhupendra Patel @Bhupendrapbjp

હરણી તળાવની દુર્ઘટનાની ઉચ્ચસ્તરીય તપાસ કરવાનો નિર્ણય રાજ્ય સરકારે કર્યો છે. આ ઘટનાની વડોદરા જિલ્લા મેજિસ્ટ્રેટશ્ર દ્વારા તપાસ હાથ ધરવામાં આવશે. આ દુર્ઘટનામાં થયેલ બેદરકારી અક્ષમ્ય છે. કયા સંજોગોમાં, કયા કારણોથી અને કોની બેજવાબદારીના લીધે આ ઘટના બની તેની તપાસ કરવામાં આવશે. 8:41 AM · Jan 18, 2024



**Editor's note;**  
**BHARGAVBHAI K. PATEL is my**  
**Dr. and he spent his December**  
**vacation in India.**



## Intro to AIS aids to navigation

AIS aids to navigation are becoming a reality in waters in and around the United States. Supplementing existing aids, AIS ATONs are being used as temporary aids in special cases. Boaters should consider upgrading their navigation electronics by adding equipment capable of receiving and displaying Automatic Identification System (AIS) information. What are AIS ATONs?



AIS ATONs are a natural extension of AIS technology aboard commercial and recreational vessels. All commercial vessels are required to have AIS transponders, and many recreational vessels broadcast their Maritime Mobile Service Identity (MMSI) number through their VHF radios. In addition to identifying vessels, the MMSI number broadcast is used to identify land-based stations, search and rescue transponders, man overboard beacons, and now navigational aids.

Using AIS technology, you can track vessels in near real-time on a variety of web-based sites and applications. Ships equipped with AIS-enabled displays can see the positions of other AIS-equipped ships up to 20 nautical miles away, even if they are behind islands or other obstructions that may block the ship's radar. As part of the information commercial vessels broadcast, you can learn the ship's size, draft, position, speed, direction, cargo, destination, and other information.

The U.S. Coast Guard has been attaching AIS transmitters to ATONs that broadcast the aid's position and purpose. This information appears on AIS-enabled navigation systems and radar units. Vessels with equipment capable of receiving these broadcasts can "see" aids on their screens before they can spot them visually.

### Types of AIS ATONs

The U.S. Coast Guard has created three categories of AIS ATONs.

Real AIS ATONs have an AIS transmitter affixed to an existing aid.

Synthetic AIS ATONs are also existing aids, but they do not have a transmitter affixed to them. Instead, an AIS message is broadcast from another (usually land-based) location.

Virtual AIS ATONs are used where no physical aid to navigation is present. The aid exists only as an AIS message broadcast from another location.

In short, AIS ATONs transmit information that further improves situational awareness and helps boat operators navigate safely.

The price for recreational vessel AIS receivers and transponders continues to decline, making it easy to invest in AIS capacity as part of your next electronics upgrade. Need an MMSI number? Go to [usps.org/mmsi](http://usps.org/mmsi). –Thomas E. Dawson of America's Boating Club Cape Coral

Image courtesy of America's Boating Channel



Today's #tuesdaytip: Make sure everyone is wearing a U.S. Coast Guard approved life jacket. Even experienced swimmers can experience shock within one minute in frigid water and may lose muscle control within 10 minutes.

Be mindful of life jacket buoyancy depending on weather conditions, gear worn, and anticipated recreational activity. Keep yourself and others safe this winter, and learn more at [www.safeboatingcampaign.com](http://www.safeboatingcampaign.com)

#lifejacketssavelives

### 2023 - 2024 OFFICERS

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### MEETINGS

Due to Squadron INACTIVE STATUS meetings will be SOCIAL get-togethers on the THIRD SUNDAY each month. at 1400 (2:00 PM) at FISHERMAN'S GROTTTO, Charleston.

### Editor

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